

# Green Line Extension Project

## Update to the Fiscal Management Control Board August 8, 2016



# Request to increase Authorization Limit

This \$15 million authorization limit request will allow the MBTA to perform the following GLX project tasks:

1. Commence development of design criteria, drawings and specifications for a future design-build procurement
2. Continue development of the Technical Capacity Plan
3. Support the FTA review and risk reassessment process
4. Update the Finance Plan

This Phase II will require an estimated 7 months to complete, concluding with a draft Request for Proposal.



# FTA Project Review - Schedule

FTA (region and headquarters), its Project Manager Oversight Contractor (PMOC), MassDOT and the MBTA have agreed to a preliminary schedule of critical milestones:

- August 2016: Complete the scope, cost and schedule review of the redesigned GLX project
- September 2016: Undertake preparatory review of the FTA Risk Assessment
- October 2016: Finalize the FTA Risk Reassessment Report



# FTA Risk Assessment- Issues

The FTA project review and risk reassessment encompasses a detailed analysis of all critical issues related to the redesigned project, including:

- The MBTA's technical capacity to complete the project, while managing and operating its existing system
- The MBTA's ability to undertake and manage the design-build procurement
- The basis and justification for the project's cost estimate
- The basis and justification for the project's schedule assumptions
- The basis and justification for the project's allocated and unallocated contingencies



# FTA Project Review – Other Issues

Once the FTA Risk Assessment is complete and the cost, schedule and budget is finalized, the FTA will need to reaffirm the FFGA, which will require:

- The preparation of a Recovery Plan outlining the project's cost, schedule and risk assessment, including:
  - Technical Capacity and Capability
  - Procurement Procedures and Control
- The preparation of an updated Finance Plan that shows the state's ability to fund the project, while operating and maintaining the existing system



# Advancing Procurement

MassDOT and the MBTA recommend that we undertake some preliminary procurement work concurrent with the ongoing FTA project review

- Preparation of design criteria, drawings and specifications

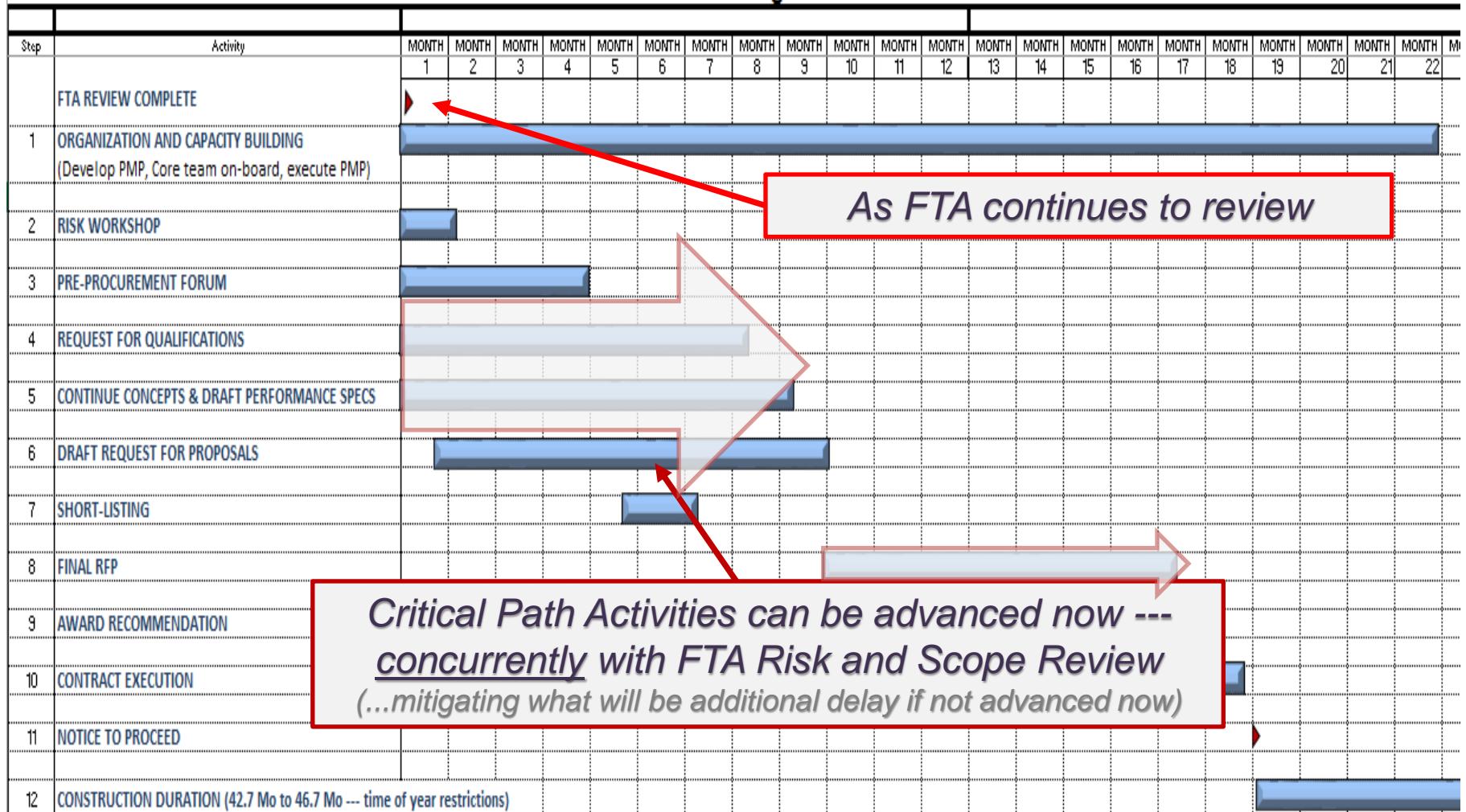
Mitigates delay associated with the FTA's project review and risk assessment

- Reduces project cost escalation associated with delay
- Keeps some critical path issues within our own control



# Potential Procurement Schedule

Potential Green Line Extension Design-Build Procurement Schedule



# Update Finance Plan

- The MBTA is required to update the previously-created Finance Plan to reflect changes to its financial priorities
- When the risk reassessment is completed, the MBTA will overlay the GLX project cost and its sources of funding to provide a new project Finance Plan
- The MBTA will be performing much of the work to update the Finance Plan while the FTA's Risk Assessment process is underway

# Continue Development of the Technical Capacity Plan

- The MBTA has contracted with Ascent/PMG to begin development of a Technical Capacity Plan to successfully execute capital projects
- The authorization will enable the MBTA to task Ascent/PGM with the further development of the Plan



# Program Management Services

## - Cost Update – *Phase I of GLX support*

| A                               | B                                | C                                    | D   |
|---------------------------------|----------------------------------|--------------------------------------|---|
| Approved Authority<br>(1/26/16) | Spent-to-Date<br>(as of 7/29/16) | Estimate-to-Complete<br>(to 9/30/16) | Forecast To Complete<br>(for Phase 1 of IPMT = to 30-Sept-16) |
| \$6,000,000                     | \$3,729,026                      | \$788,501                            | \$4,517,527   |

**\$1,482,473**

*A-D*

Variance (Authorized - Forecast)

Note: this is not a complete allocation of costs to continue the management of on-going construction. The cost of MBTA employees support costs is not included.



**massDOT**  
Massachusetts Department of Transportation

# Program Management Services

## - Cost Update – Phase I & II

| PHASE 1 - GLX SUPPORT                  | PHASE II - GLX SUPPORT   | PHASE 1& 2   |
|--|--|--|
| <b>Approved Authority</b><br>(1/26/16) | <b>Requested Authorization</b><br>for Design Phase Support<br>(8/8/16) | <b>Total</b><br><b>(Authorized + Requested)</b><br>from Jan-16 to Mar-17 |
| \$6,000,000                            | \$15,000,000   | = \$21,000,000   |

Note: this is not a complete allocation of costs to continue the management of on-going construction. The cost of MBTA employees support costs is not included.

Phase I – Interim Program Management Team Redesign of GLX

Phase II – Interim Program Management Team Design Phase Support (first 7 Months)



# Board Authorization 8/8/16

- To delegate to the General Manager, on behalf of the Massachusetts Bay Transportation Authority, the authority to approve and execute amendments, task orders, agreements and any related necessary documents, up to a total aggregate value of \$15,000,000.00, in a form(s) approved by the General Counsel, for the purpose of supporting the ongoing project management necessary for the Federal Transit Administration's review and reassessment, and to initiate the preparation of the design specifications for a potential future procurement.

# Next Steps

At an upcoming FMCB meeting, we will update on the existing construction contracts (IGMP 1-4a).

